



Butte to Host 2005 Aviation Conference!

The 2005 Montana Aviation Conference is scheduled for March 3-5 in historic Butte. In addition to the outstanding luncheon speakers, aviation industry exhibits, aviation career panel for students, teacher workshop sessions, mechanic refresher seminar, business meetings and FAA question & answer session participants this year will hear from world renowned speakers like Wayne Handley. Wayne is a former naval aviator, ag pilot, aerobatic champion, and preeminent airshow performer. Wayne will share his vast aviation knowledge and his wonderful aviation stories.

This year the FAA will bring their portable spatial disorientation demonstrator, Gyro-1; this allows pilots to experience vestibular illusions that occur in flight. The programmed "flight" does not require an instructor – only an external safety observer. The pilot receives a 2-min orientation in Gyro-1 and then takes the controls. The flight profile is 4 minutes. The motion base can provide 360 degree continuous yaw motion as well as + or – 15 degree pitch and 30 degree roll. This device is used in the Aviation Physiology courses at the Civil Aeromedical Institute (CAMI) in Oklahoma City, Oklahoma, and in support of the National Aviation Safety Program throughout the United States.



Pilots will experience vestibular illusions that occur in flight in the Gyro-1.



World renowned pilot Wayne Handley will conduct concurrent sessions!

A special spouse/guest program will be held Friday afternoon for anyone interested in learning more about this one-of-a-kind historic city. And as always in Butte be prepared to be well fed and highly entertained at the Friday evening dinner/dance with traditional Irish cuisine and dancing and musical entertainment by Butte's own "Cork Town Dancers" and "Dublin Gulch".

Butte is hosting several other events during the aviation conference and lodging is expected to fill up fast. Make your room reservations today by calling the Copper King Lodge at (800) 332-8600 or (406) 494-6666 ask for group block **AA05**. Rooms have also been blocked for conference participants at the Comfort Inn (800) 442-4667; Hampton Inn (800) HAMPTON; BW Butte Plaza Inn (800) 543-5814; Red Lion (800) 443-1806; Holiday Inn Express (800) 377-8660. We would encourage all attendees to make their reservations before February 1, 2005 after which these room blocks and rates will drop and you will be at the mercy of availability only.

You will find a conference registration form on page 4 of the newsletter and on our web site www.mdt.state.mt.us/aeronautics. All meal tickets must be purchased 48 hours in advance and those that pre-register are eligible for a special drawing.

We look forward to welcoming you to Butte!!



Administrator's Column

Happy Holidays: On behalf of the Montana Aeronautics Board and Division, I extend sincere wishes for a joyous holiday season to each of you. The success of the Division is not possible without the cooperation, participation and contributions that you each make both individually and jointly through the partnerships shared with Montana's aviation organizations. Igor Sikorsky, legendary aviation pioneer, remembered as the man who gave the world its first practical helicopter said: "*Aeronautics was neither an industry nor a science. It was a miracle*". I am blessed to be a part of this "miracle". I thank you for your support and cherish the friendships of this magnificent aviation community. During this special time of year please pause and remember those extraordinary men and women serving in our armed services and pray for their safety. God Bless America. ✈

Montana Air Service Opportunities and Challenges: MDT's Research Review Committee has approved funding for its air service research project. The technical panel chose Wilbur Smith Associates as the prime contractor. Wilbur Smith has teamed with Morrison-Maierle and The Louis Berger Group to accomplish a successful research project; three well-respected and experienced firms. The consultant kick-off meeting will take place in mid-January with an official start date of January 1. It is anticipated the study will take nine months to accomplish. The final product will portray a comprehensive review of air service within the state and provide a basis for understanding the future opportunities and challenges that face the state's residents and visitors and set the stage for development of a marketing and implementation plan to monitor Montana's air service evolution. ✈

FY2005 Transportation Appropriations Bill: is expected to be signed into law soon and will: fund the Essential Air Service Program at \$102 million, the same amount received in FY2004 and precludes implementation of an EAS cost sharing pilot program; provides \$20 million for the Small Community Air Service Development Grant Program; funds replacement of terminal air traffic control facilities at Billings and Missoula; and provides airport program earmarks for Great Falls runway improvements, Havre terminal remodeling and expansion, Helena terminal remodeling and expansion and Missoula land acquisition. Senator Conrad Burns, a senior member of the powerful Senate Appropriations Committee was deeply involved in the creation of this final spending bill. Thank you Senator Burns, Jarrod Thompson and other staff members for your continued support of Montana aviation. ✈

Silver State Helicopter Training Facility Locates at Butte: With more than 15 locations in five states, Silver State Helicopters has opened a helicopter training facility on the Bert Mooney Airport. A recent open house attracted more than 800 prospective student pilots and curiosity seekers from Butte and surrounding cities. Two- and four-seat training helicopters were flown up from Salt Lake for the presentation. The ground school is intense and can take 3-7 months to complete. The number who signed up to enlist in the school will be narrowed down to about two classes of 30 to 35 students. Students must pass a series of tests, interviews, background checks and physicals. Dick Krott is the manger for the flight training schools Montana operations. Best wishes Dick and a warm Montana welcome to Silver State Helicopters. For more details, call 1-888-91-pilot or check out the website at www.silverstatehelicopters.com. ✈



Montana and the Sky

Department of Transportation

Judy Martz, Governor

David A. Galt, Director

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Calendar

January 21-23, 2005 – Surratt Memorial Winter Survival Clinic. For further information phone (406) 444-2506.

February 5 & 6, 2005 – Flight Instructor Refresher Clinic. For further information phone (406) 444-2506.

March 3-5, 2005 – Montana Aviation Conference, Butte. For further information phone (406) 444-2506.

March 10-12, 2005 – 16th Annual International Women in Aviation Conference, Dallas, Texas. For further information call WAI at (386) 226-7996 or visit the web site at www.wai.org.

May 21-22, 2005 – First Annual Fly2Fun Fly-In, Linn County Fair & Expo, Albany, Oregon, adjacent to Albany Airport. For further information email Fly2FunEvent@aol.com or call Gwen Graham at (503) 381-0997. Additional details of this event are on the organizations website at www.Fly2Fun.org.

May 27-29, 2005 - Benchmark Annual Work Session.

May 27-29, 2005 - Spotted Bear Annual Work Session.

June 17-19, 2005 - Meadow Creek Annual Work Session.

July 15-17, 2005 - Schafer Meadows Annual Work Session.

2005 Montana Aircraft Registration Due by March 1!

The 2005 aircraft registration invoices were mailed out on December 2, 2004. A reminder to all aircraft owners Montana law (Title 67, Chapter 3) states; that when an aircraft required to be registered is not registered within 30 days of acquisition and renewed by March 1 each year thereafter, a penalty of five times the annual registration fee must be added to the registration fee and collected. This section of the law also states that a person who owns, operates, or authorizes the operation of an aircraft which is not registered or which does not have a registration decal displayed on it commits a misdemeanor.

Your aircraft is exempt from the registration fee if; 1) you are a bona fide FAA Certificated Aircraft Dealer and you are holding the aircraft in inventory solely for inventory; 2) the aircraft is dismantled; 3) the aircraft has been sold. If your aircraft meets any of the above criteria, **you still must complete and sign the affidavit on the back of the billing form mailed to you and return it to our office by March 1.**

With such a severe penalty fee our office would certainly like to avoid sending out late letters. Please make sure your aircraft registration is taken care of before the March 1 deadline – there are no exceptions to the March 1 deadline - late is late. Thank you so much for addressing this important matter, if you have questions please feel free to call our office at (406) 444-2506.

It's All About Perception

60 above zero: Floridians turn on the heat; People in Montana plant gardens.

50 above zero: Californians shiver uncontrollably; People in Montana sunbathe.

40 above zero: Italian & English cars won't start; People in Montana drive with the windows down.

32 above zero: Distilled water freezes; The water in Fort Peck gets thicker.

20 above zero: Floridians don coats, thermal underwear, gloves, wool hats; People in Montana throw on a flannel shirt.

15 above zero: New York landlords finally turn up the heat; People in Montana have the last cookout before it gets cold.

Zero: People in Miami all die; Montanans close the windows.

10 below zero: Californians fly away to Mexico; People in Montana get out their winter coats.

25 below zero: Hollywood disintegrates; The girl scouts in Montana are selling cookies door to door.

40 below zero: Washington, DC runs out of hot air; People in Montana let the dogs sleep indoors.

100 below zero: Santa Claus abandons the North Pole; Montanans get frustrated because they can't start the Mini-Van.

460 below zero: ALL atomic motion stops (absolute zero on the Kelvin scale); People in Montana start saying.... "Cold 'nuff fer ya?"

500 below zero: Hell freezes over; The whole state of Montana sits outdoors and watches the Grizzlies beat the Bobcats 38-22 – Go Griz!!!

2005 Pilot Registration

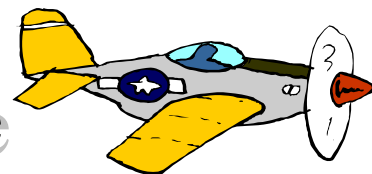
The 2005 Pilot Registration packets were mailed out earlier this month. Pilot registration is the best deal going for pilots and it is also state law (Montana Code 67, Chapter 3). Please complete your pilot registration card and return it to our office with the \$10 registration fee; if you are interested in volunteering for Montana air search and rescue you must fill out the back of the registration card. The \$10 fee includes a subscription to our monthly newsletter "*Montana and the Sky*" (containing current information on aviation issues and events) and a 2005 Montana Airport Directory. If you are no longer flying in Montana and wish to be removed from our mailing list contact Jeanne MacPherson at (406) 444-2506 or email jemacpherson@state.mt.us.



Montana Aviation Conference

March 3-5, 2005

Copper King Lodge



NATIONALLY RECOGNIZED SPEAKERS
SARAH RHOADS, BUTTE NATIVE, F-18 PILOT - THURSDAY LUNCHEON
DAN HARGROVE - EXPERIENCES FLYING THE VICE PRESIDENT,
FIRST LADY & CABINET MEMEBERS - FRIDAY AWARDS LUNCHEON
& SATURDAY BANQUET – FEATURING AN AVIATION GREAT
YOU DEFINITELY WON'T WANT TO MISS!

MEALS: MUST BE reserved 48 hours in advance – Thursday Kick Off Luncheon must be reserved prior to the Conference. Please note requirements below when reserving meal tickets.

2005 CONFERENCE CO-SPONSORS
MAAA, MAMA, MATA, MPA
& MONTANA AERONAUTICS DIVISION
TEAR OFF AND MAIL REGISTRATION TODAY

MONTANA AVIATION CONFERENCE – March 3-5, 2005

Mail to:
 Montana Aeronautics Division
 P.O. Box 200507
 Helena, MT 59620-0507
 (406) 444-2506

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags) _____

ADDRESS, CITY, STATE ZIP & PHONE _____

EMAIL ADDRESS _____

Your Organization Affiliation:
 (choose one only for nametag)

MPA _____ MATA _____ MFF _____
 MAMA _____ 99S _____ MAAA _____
 EAA _____ AMAA _____ CAP _____
 MSPA _____ OTHER _____

PLEASE MAKE THE FOLLOWING RESERVATIONS
 NOTE: **Meal tickets must be purchased 48 hours in advance.**

TAKEOFF TO LANDING PACKAGE
(INCLUDES REGS. & ALL MEALS)

_____ @ \$105/PERSON	\$ _____
_____ @ \$200/PERSON/SPOUSE	\$ _____
-OR- REG. FEE _____ @ \$55/PERSON	\$ _____
_____ @ \$100/FAMILY	\$ _____
Thursday Luncheon _____ @ \$15	\$ _____
Friday Luncheon _____ @ \$15	\$ _____
**Friday Dinner/Dance _____ @ FREE	\$ FREE
**Saturday Luncheon _____ @ FREE	\$ FREE
Saturday Banquet _____ @ \$25	\$ _____

MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION

TOTAL: \$ _____

****PLEASE INDICATE IF YOU WILL ATTEND THE FREE FRIDAY DINNER/DANCE AND FREE SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED– PERSON/SPOUSE AND FAMILY RATE INCLUDES 2 DINNER/DANCE & 2 SATURDAY LUNCH TICKETS - ADDITIONAL TICKETS MAY BE PURCHASED - \$25.00 DINNER/DANCE AND \$15.00 SATURDAY LUNCHEON. TO ASSURE ADEQUATE MEAL COUNT IF NO INDICATION IS MADE AS TO NUMBER OF TICKETS REQUIRED NO TICKETS WILL BE RESERVED.**

Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to a Montanan to help defray costs of education (i.e., flight instruction, A&P, ect.) and will be presented during the 2005 Montana Aviation Conference in Butte. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. Letters of application should be sent to Montana Aeronautics Division, PO Box 200507, Helena, MT 59620-0507 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 28, 2005.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established the first \$250 scholarship in 1993 and a second donor offered another \$250 scholarship in 1997.

Morrison Aviation Appreciation Scholarship – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$300 scholarship as a token of appreciation to the aviation community.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

Parrott Family Scholarship – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

Dorothy Krantz Memorial Scholarship - This scholarship will offer a Montana student pilot the opportunity to complete their private pilot license; the scholarship is for \$2,500 and is to be used over a one-year period. The applicant must have soloed and the scholarship is to be used for flight training with a Montana flight instructor. In addition to the letter of application, include a letter of recommendation from your flight instructor.

AOM Flight Training Scholarship – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

Montana Pilots Association Junior Pilot Award – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$500 scholarship.

Montana Pilots Association Flight Training Award - This scholarship is open to a person who has a considerable interest in aviation. The \$500 scholarship is to be used for flight training.

Blue Goose First Generation Flight Scholarship – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.

Montana 99's Flight Scholarship – This \$400 scholarship is to be used towards earning a private pilots certificate. The applicant must be female and obtained her medical certificate and student pilot certificate. The training must be completed in Montana and the license obtained within two years. Send a one-page letter stating your reasons for wishing to be a pilot, financial need, and your financial plan for completing the rating. Also send one letter of reference and a copy of your current medical certificate.

Aeronautics Mechanics Seminar & IA Renewal

The Montana Aeronautics Division is pleased to announce the 2005 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation Conference in Butte.

The dates for the conference are March 3-5, 2005. The Mechanics Seminar will be held on Friday, March 4 and continue through Saturday, March 5.

We will be offering six hours of training on Friday and a full eight hours of training on Saturday. This has worked out well in the past for those mechanics only wanting to attend on Saturday but still need the training to update their IA for renewal.

Mechanics attending this year's seminar will be required to register for the Aviation Conference. The registration fee will be \$55. This allows you to attend all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner/dance and the Saturday luncheon. If attending the 8-hour Saturday session, a \$15 day pass may be obtained.

Tentative speakers are: Teledyne Continental Motors – Loren Lemen; Garrett Aviation – Gil Ewan; Engine Components Inc. – Roger Fuchs; American Bonanza Society – Neil Pobanz; Precision Airmotive – Alan Jesmer; B&S Aircraft Parts & Accessories – Cliff Ives; Champion Aviation Products – Dick Johnson; Lawson Products – Len Tallo; Honewell Chadwick – Jim Ramsey; Bell Helicopters – Jim Szymanski; Steve Jones and Staff – Helena FSDO.

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

"Survive" The Cold

The Montana Aeronautics Division invites you to attend the Surratt Memorial Winter Survival Clinic to be held in Helena and Lincoln on January 21-23, 2005.

Skip Stoffel and Paul Green of the Emergency Response Institute, Cashmere, WA, teach the course. Founded in 1978, ERI has worked extensively in the disaster planning, emergency management, search and rescue and survival education fields.

In a cold environment survival can be a challenge, the chances of survival are greatly improved with the right training and with practice. This clinic is designed to fill that mission. The clinic has a relaxed hands-on learning atmosphere and gives the participants a chance to develop and practice their winter survival skills taught in the ground sessions.

Some of the topics covered are the physiologic needs of the body, backcountry first aide, survival kits, clothing, knife selection, shelter theory, design, and construction, fire building and signal theory and application.

Participants will build and live in a survival shelter on Saturday night. The classroom ground sessions are open to anyone interested, due to a limited group size the outdoor overnight session is limited to 30 participants on a first come first serve basis. Applications were mailed out with your pilot registration packets.

For further information call Jeanne MacPherson or Shirley Bird at (406) 444-2506.



Above two participants from 2004 wrap up in a space blanket – come to the 2005 winter survival training to learn if a space blanket is the answer to cold weather survival!

Flight Service Station Consolidation

Since 1996 the FAA has had three workgroups working on procedures for the further consolidation of Flight Service stations. There have also been recommendations made by the Department of Transportation Inspector General and private think tanks such as the Reason Public Policy Institute that the number of AFSSs in the continental U.S. be reduced to 20 – 25 instead of the current 58. The FAA will announce the winner of an outsourcing competition on Flight Service Station functions sometime between mid-January and mid-March of 2005. There are four vendors bidding on the contract as well as the FAA's Most Efficient Organization (MEO). This process started in August 2002 and has been run under the guidelines of the Office of Management and Budget A-76 circular. Although the A-76 process is not directly related to the earlier workgroups the winner of the competition will no doubt close over half of the existing AFSSs. There is now way of knowing at this time if GTF AFSS will close, but facility closures will take place over a two to three year period after contract award. Many pilots I have talked to assume that AOPA is opposed to closing facilities, but in the August 2004 edition of AOPA Pilot, Phil Boyer in his President's Position column came out in favor of facility closures. There is a great deal of information available on the FAA's website (www.faa.gov/aca). Follow the link AFSS A-76 competition. Under the documents link is a list of services (Discontinued and Realigned Activities) that won't be provided by the new organization.

If anyone has concerns over how this process has been conducted you should contact Jarrod Thompson (Jarrod_Thompson@burns.senate.gov - (202) 224-2644) of Senator Burns' staff or Jay Martin (jay.martin@mail.house.gov - (202) 225-3211) of Congressman Rehberg's staff.

Samuel Langhus

Samuel Jonas Lanhus, 90, of Big Timber, passed away Friday, November 19, 2004 on his ranch.

Sam was born August 15, 1914 to Ole Jonas and Guri (Ueland) Langus in Big Timber. Sam married Dorothy Marie Mysse on November 13, 1942 in Billings. Sam and Dorothy raised Black Angus cattle for the past 50 years.

He enjoyed flying, hunting, trap shooting and fishing. While a member of the Montana Flying Farmers Sam enjoyed traveling all over the United States as well as abroad including Australia, New Zealand and Norway. Sam also liked building little steam engines from scratch.

Sam was past president of the Montana Flying Farmers; a life member of the National Rifleman's Association and served on the Big Timber Airport Board for 40 years.

He is survived by his wife, Dorothy; three sons, Gene, Lee and Scott Langhus; one daughter, Linda Langhus; and his sister, Olga Langhus, all of Big Timber. Five grandchildren also survive him.

Our heartfelt sympathy goes out to the entire Langhus family.

What Factors Cause Aviation Accidents?

By: Jeanne MacPherson, Safety and Education Bureau

In attempting to understand the factors that cause aviation accidents, I have been talking to many Montana pilot friends. These are pilots that fly the pipeline patrol, or fly for the US Forest Service and the BLM. Some are flight instructors, or search pilot coordinators. These pilots have experience flying in the mountain passes, valleys and canyons.

We don't know all of the events or situations that lead up to an accident, it probably was not just one thing, but a series of things, maybe even one small problem started a sequence of events or the "chain of events" as the FAA calls it.

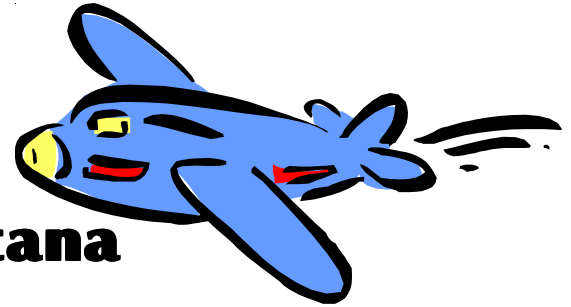
Because aviation involves repeating the same tasks in the same order, complacency is an ever-present danger. The dictionary describes complacency as: "self-satisfaction accompanied by unawareness of actual dangers or deficiencies." Today's aircraft are highly reliable, and while new technology is a great benefit, it can also contribute to complacency. A GPS route to a mountainous destination does not always make the best choice in low weather environments. A healthy understanding and assessment of the risks (the mission, the weather, the environment, the aircraft, our own currency and state of being) of each flight help to guard against complacency.

Weather conditions in a mountainous environment can vary tremendously. At any point that the weather conditions are approaching your personal minimums, turn around, stay in better weather, return to the airport that you left or find another. Even short hops can turn into big problems if you find yourself departing in marginal conditions. No matter how familiar you are with a route when the ceiling and visibility are low it is very difficult to keep track of your position and to recognize landmarks.

One pilot that flies the pipeline patrol in the mountainous environment told me that he never deviates from the minimums he has set forth. Even if the mountain pass looks like he might be able to make it, he must know he can make it. He said that he has learned patience and is happy to take the long way around or to park the airplane.

We learn from each other. We as pilots and flight instructors need to encourage safety and demonstrate safety by our own flying actions. We also need to be aware of our limits. Perhaps most important, we need to *establish* personal minimums, based on our currency and the equipment we are flying. And – finally – we need to *stick by* them.

EMS Technologies provides SARMaster™ to State of Montana



The State of Montana, Department of Transportation, is using the SARMaster™ Integrated Search & Rescue Solution in its 24/7 dispatch center in Helena to track Emergency Locator Transmitters (ELTs) emitted by downed aircraft across the state.

The State's Aeronautics Division can now respond to ELTs in the same way that the Air Force Rescue Coordination Center (AFRCC) at Langley Air Force Base receives distress alerts in its national center. Both use EMS Technologies' SARMaster™ software.

"Montana is a large state with so many remote valleys that you could have a downed aircraft and never see it," said Dr. Neil Mackay, senior vice president and general manager, EMS Technologies' SATCOM Division. "EMS Technologies is pleased to equip the state with SARMaster and allow them to save valuable time in responding to distress signals, while also automating their incident management of ELTs."

Jeanne MacPherson, Chief of Safety & Education Bureau of the Aeronautics Division, noted, "We respond to 125 incidents per year, including ELTs and overdue aircraft. We have used SARMaster to document our actions, and have utilized the reporting format to plot locations on maps. The maps, especially the CAP grid, are useful for us."

The EMS SARMaster information system is a product of the EMS SATCOM Division's Emergency Management Product Group. EMS has provided ground equipment and management systems for use with the COSPAS-SARSAT satellite system since it launch in 1981. Since that time, the system has been credited with saving more than 15,000 lives by using spacecraft and ground facilities to detect and locate signals from distress beacons.

EMS Technologies, Inc. is a leading provider of technology solutions to wireless and satellite markets. The Company focuses on mobile information users, and increasingly on broadband applications. The Company is headquartered in Atlanta, employs approximately 1,600 people worldwide, and has manufacturing facilities in Atlanta, Montreal, Ottawa and Brazil.

The SATCOM Division of EMS Technologies, based in Ottawa, Canada, is part of EMS Technologies Canada, Ltd. The Division specializes in the design and development of satellite-based terminals and antennas for the aeronautical, land-mobile and maritime markets. The Emergency Management Products Group provides products and services to search and rescue agencies around the world. For more information, visit EMS on the World Wide Web at www.ems-t.com.

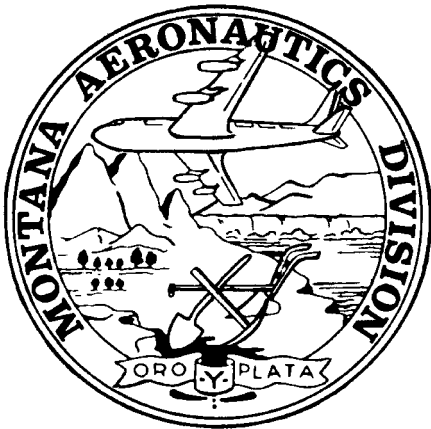
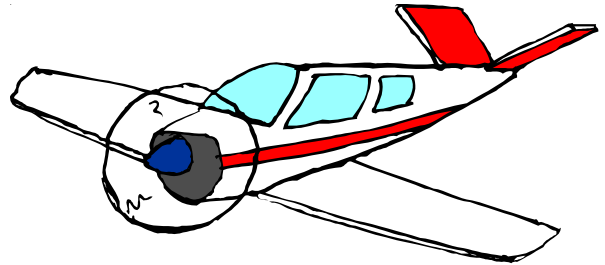
Seasons' Greetings



Wishing you a world of hope and the promise of peace during this season and throughout the New Year - Montana Aeronautics Division - Mike Quinn, Ken Wilhelm, Jim Greil, Mike Rogan, Patty Kautz, Debbie Alke, Shirley Bird, Sheila Pfeifer & Jeanne MacPherson.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696.

Twenty-nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,131. This includes \$200 for production, \$750 for postage and \$181 for printing.



December, 2004

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